

Victoria Desidero

From: Bruce Cavaliere [REDACTED]
Sent: Friday, August 17, 2018 3:40 PM
To: planning@southeast-ny.gov
Subject: Northeast Logistics Distribution Center

Dear Victoria Desidero,

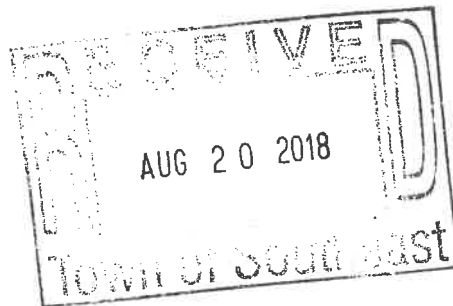
My name is Bruce Cavaliere and I live in Hunter's Glen in Carmel. I grew up and lived in Westchester County the first thirty years of my life and have been living in Putnam County for the past thirty years where I have chosen to retire. I have attended the public meetings, have read the articles in the local papers and have digested what I see involved in the Northeast Logistics Distribution Center.

Without reiterating the facts and figures, I feel this would not be a positive solution for the Town of Southeast.

The negative components seem to be the only net result, especially in the next ten years, and I see no reason for the Planning Board to approve this project.

Thank You for your time,

Bruce Cavaliere



5

Michele Stancati

From: Catherine Harrington [REDACTED]
Sent: Friday, August 17, 2018 7:41 PM
To: townboard@southeast-ny.gov
Subject: Interstate Logistics Center Proposed for 312:

Hello!

I am a resident of Southeast. I travel Route 312 frequently and I often use the Caremount Facilities at this intersection as well as go to the Highlands Shopping Center.

The proposed Logistic center will seriously impact the safety of the community and anyone who travels within the I 84 and 312 Intersection. It is already highly congested and difficult to navigate at times without the amount of traffic it will bring. Many people using the urgent care facility may be anxious or distracted. Making the turn into or out of Caremount's building can be risky at best, due to the current amount of traffic and sight lines.

I also oppose the additional wear and tear on our local roads!!!! They are in terrible shape already!

The visibility of these buildings from the road will add to the ugly look of the shopping center.

Please do not consider this as a place for this center!

Catherine Harrington
[REDACTED]
[REDACTED]

Carmel, N.Y. 10512

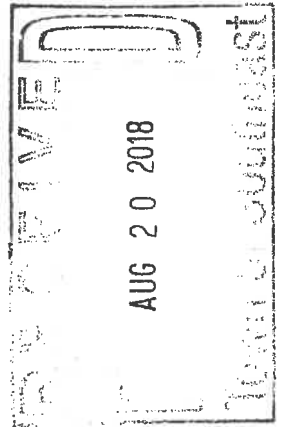
8/20/18

8/10/18

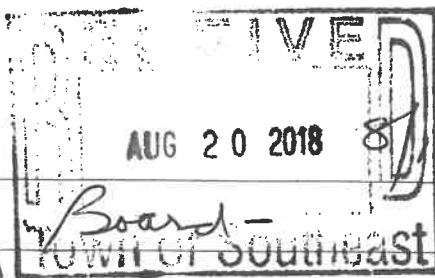
Southeast Town Board

We were very unhappy to hear what is on the Proposal — we were at the Town Hall meeting July 23 — As seniors we find it difficult enough to travel off Exit 19 of I-84 — Riding on Rt 312 is a challenge for us — Putting in a roundabout at the intersection of Puzosky Rd. + Rt 312 is unbelievable — This is our main route to shop. The thought of over 500 tractor-trailer trucks on these roads will be dangerous for us seniors —

We live in Hunter Glen — Fair Street This is a main road to Carmel Middle + High School — Many buses on these roads — Also Rt 6 is main Route for EMS used to go to Hospital — These 2 Lane roads can't handle so many tractor-trailer trucks — What are you thinking — Concerned residents —
Rose + Pete De Geronimo — T



~~27 Chestnut St~~
Carmel, N.Y. 10514



Southeast Planning Board -

We concerned senior residents
of Southeast "Hunter's Glen" of Fair St.
We find hard to hear what you are
planning - what are you thinking -
Our 2 Lane roads can't handle
trucks day + night - The roundabout
sounds crazy - We are worried our
watersheds being disrupted -

We moved here 15 years ago
to get away from city traffic -
trucks - large warehouses - Fair St
has 2 schools - many buses + stops -
Rt 312 is also very busy 2 lane road
to hospital -

Please reconsider your plans
You will be disturbing our natural
surroundings -

Sincerely Concerned Residents
Rose + Pete De'Germond

LAW OFFICES OF
SNYDER & SNYDER, LLP
94 WHITE PLAINS ROAD
TARRYTOWN, NEW YORK 10591

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ROBERT D. GAUDIOSO

DAVID L. SNYDER
(1956-2012)

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WRITER'S E-MAIL ADDRESS

Rgaudioso@snyderlaw.net

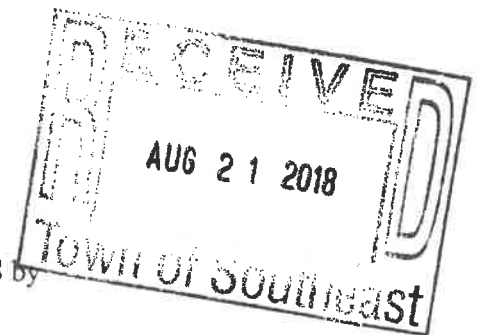
NEW JERSEY OFFICE
ONE GATEWAY CENTER, SUITE 2600
NEWARK, NEW JERSEY 07102
(973) 824-9772
FAX (973) 824-9774

REPLY TO:

Tarrytown office

August 21, 2018

Honorable Chairman Tom LaPerch
and Members of the Planning Board
Town of Southeast
1 Main Street
Brewster, New York 10509



RE: Comments to Northeast Interstate Logistics Center DEIS by
Hunters Glen Master Association

Dear Hon. Chairman LaPerch and
Members of the Planning Board:

We are the attorneys for Hunters Glen Master Association ("Hunters Glen") and write to provide comments to the Draft Environmental Impact Statement ("DEIS") in connection with the above captioned matter.

As you may be aware Hunters Glen is a 31-year old condominium community with 382 homes and approximately 1100 residents of the Town of Southeast. Hunters Glen directly abuts the proposed development. In fact, numerous residences and its water supply lands are in extremely close proximity to the west of the proposal. As such, Hunters Glen has a significant interest in the thorough review of the proposed development and is opposed to the project in its current form.

Preservation of its water supply, stormwater management, noise, lighting, traffic and aesthetic impacts, are of the utmost concern to Hunters Glen. We trust that the Town, its consultants and staff, and other Involved and Interested Agencies will also be addressing these and other issues so that the Planning Board gives the project the required "Hard Look" as required by SEQRA.

The below comments are respectfully submitted in connection with the DEIS. We thank the project sponsor for meeting with representatives of Hunters Glen on August 15, 2018 and we look forward to further discussions. We respectfully request copies of all future submissions as an Interested Party and we reserve our right to comment further on the project as it moves through the review process.

Water Supply: First and foremost Hunters Glen is concerned that its water supply not be impacted any way whatsoever. We urge the Town and its consultants to carefully review and study the issue of water usage and potential impact on Hunters Glen's wells. Hunters Glen intends to retain its own engineer to review this issue and reserves its right to comment further. We also believe that consideration should be given to increasing the emergency water supply in the event of a large scale fire.

Stormwater Management: Hunters Glen believes that alternative stormwater management practices must be evaluated to eliminate the clearing and grading associated with the proposed retention ponds on the west side of the Buildings 3 and 4 as the clearing and grading will affect the visual and acoustic buffer separating the proposed use from Hunters Glen's residents.

Noise: The project must be designed so that there is zero increase in ambient noise at the Hunters Glen property line, particularly in the vicinity of the residences. As the proposed zoning text amendment includes refrigeration and retail usage, any noise studies must account for worst case conditions. Moreover, baseline studies must be documented and evaluated so that in the event the project is approved future parties will be able to confirm whether the facility creates noise in excess of the predevelopment levels.

The hours of construction (7:00 am to 8:00 pm on weekdays and 9:00 am to 5:00 pm on Saturdays) are unacceptable. Given the massive size of the development and the proximity to residences we urge that work that would entail any use of construction vehicles, blasting or chipping, or other work that would increase noise at the Hunters Glen property line be limited from 9:00 am to 5:00 pm on weekdays, and prohibited on holidays and weekends.

Lighting: Every effort must be implemented to reduce adverse lighting impacts to the residences at Hunters Glen. We request that all light poles in the rear of the buildings be lowered in height and that any lighting be minimized to the greatest extent possible. Moreover, we request that any approval be strictly conditioned on lighting not spilling onto adjoining properties as a condition of any permits.

Traffic: Hunters Glen believes that Barrett Road must be closed and Fields Corner Road should be improved but restricted to non-commercial traffic. Hunters Glen also supports the proposed roundabout rather than a traffic light at the intersections of Pugsley Road and Route 312.

Aesthetics: The visual analysis wholly disregarded potential impacts from Hunters Glen and must be substantially expanded. Actual photographs must be taken throughout Hunters Glen during leaf-off conditions and computer simulated to render the proposed buildings, including lighting and mechanical equipment at full build-out. At least 10 locations should be selected within Hunters Glen, including locations from second story windows inside of residences. Hunters Glen is willing to work with the Planning Board and the project sponsor to select the viewpoints that are necessary for the Board to take a Hard Look at these issues. We also believe that, as noted above, the stormwater retention ponds to the west of Buildings 3 and 4 must be relocated or redesigned so that the existing woods will remain to provide visual and acoustic buffers. We also urge relocation of any land banked parking to the west of Buildings 3 and 4 and

the planting of a multi-species evergreen barrier in this location to separate the proposed development from the residences. This natural barrier must be guaranteed for the life of the facility and bonded accordingly. The remaining area must be strictly conserved by way of a conservation easement, including the ability for Hunters Glen to enforce same.

We are also concerned about the visual impact from the significant retaining walls. Visual renderings should be prepared to demonstrate the proposed terracing and landscaping given the change in elevation that is proposed and the topographic difference down towards Hunters Glen.

Proposed Text Amendment: Simply put the proposed conditional use criteria are too vague and insufficient for such a large scale development. Moreover, the permitted waiver provision essentially strips any criteria from the conditional use requirements. We believe before acceptance of the FEIS the Planning Board and Town should engage in a significant re-write of the proposed text amendment after a thorough review of similar code provisions throughout the region. In particular greater setbacks, height, and other bulk requirements are necessary. The elimination of the 2% retail space, limits on refrigeration, limits on development uses unrelated to a logistic center, and a full list of operating restrictions and requirements to ensure compliance are necessary. No outdoor storage should be permitted, on-site rest facilities should be provided for drivers, a strict no idling requirement should be implemented, and no truck parking or use should be allowed to the west of the proposed buildings. Significant landscaping buffer requirements should be detailed. Moreover, there should be specific design requirements for the buildings, particularly any building wall or rooftop that faces a residential zone. No fueling should be permitted on site. All mechanical equipment and generators should be baffled so that there is no increase in noise at the property line. No further subdivisions should be permitted.

We look forward to reviewing the FEIS and providing further comments as the project review proceeds. We respectfully request to receive copies of all further documentation submitted by the project sponsor moving forward. Thank you for your consideration.

Respectfully submitted,
Snyder & Snyder, LLP

By: 
Robert D. Gaudioso

RDG/dac

cc: Hunters Glen

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Victoria Desidero

From: Irene DeFelice [REDACTED]
Sent: Wednesday, August 22, 2018 12:05 AM
To: planning@southeast-ny.gov
Subject: Northeast Logistics Distribution Center Project

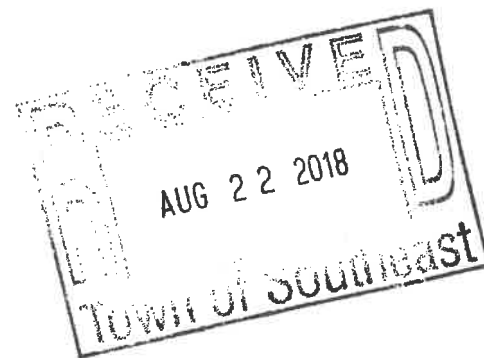
Dear Sir/Madam:

I own a property at [REDACTED], Carmel, NY. I feel that the proposed project will increase the traffic and noise level in this peaceful community. I am also concerned that our property values will drop.

Please reject this proposal.

Thank you.

Irene DeFelice
[REDACTED]
Carmel, NY 10512
[REDACTED]



Victoria Desidero

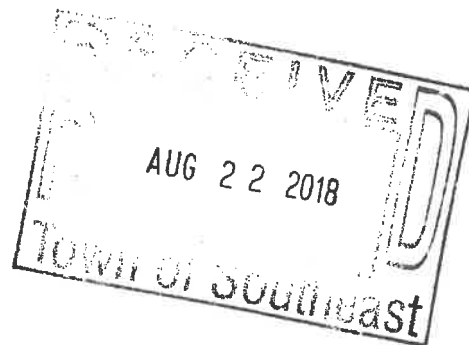
From: Bern Brandon [REDACTED]
Sent: Wednesday, August 22, 2018 1:24 AM
To: townboard@southeast-ny.gov; planning@southeast-ny.gov
Subject: Northeast Interstate Logistics

Mr. Thomas LaPerch, Chairman

Town of Southeast Planning Board

1 Main Street

Brewster, New York



cc: Town of Southeast Board

Dear Mr LaPerch,

I am writing in opposition to the proposed Northeast Interstate Logistics Project in the Town of Southeast.

I live about 1 mile from the site and I am very concerned about the air, water, and light pollution that I believe this will bring. 550 truck trips per day are going to have a serious negative impact on the air quality. Diesel fumes have been shown to be carcinogenic, as well as causing significant asthma and COPD. The trucks will also cause substantial noise. The builders state they will have trucks travel mostly off-peak. As someone living nearby, that is not reassuring! I don't want to be hearing diesel trucks gearing up and down at all hours. The disruption of the ridge-line will affect local water quality. I also have concern about inevitable oil and diesel gas leaks from >250 trucks and other vehicles leaking into the water supply. The light pollution is also very concerning. Even with downward facing lights, an industrial complex of that size will produce substantial light pollution.

I do not believe that this project is appropriate for our town, or for that location. I do not think that the project should get any zone changes, or ultimately should get approval.

Thank you.

Sincerely,

Dr. Bernadette Brandon

Victoria Desidero

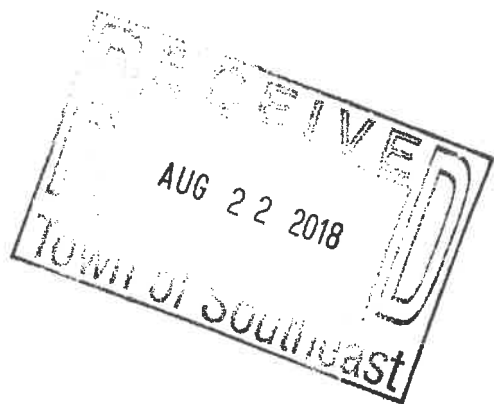
From: [REDACTED]
Sent: Wednesday, August 22, 2018 11:35 AM
To: planning@southeast-ny.gov; townboard@southeast-ny.gov
Subject: Reponse to Attorney Robert Gaudio's letter

To: Tony Hay, Supervisor, Town of Southeast and Members of the Board
Victoria Desidero, Administrative Assistant, Planning Board, Town of Southeast

On August 21st, you received a letter from Roberto Gaudio of Snyder and Synder attorney for the Hunters Glen Master Association. I wish to inform the Planning and Town Boards that Mr. Grandioso was engaged without my knowledge; that I was unaware of the initiation of this letter; that I was not given an opportunity to review the letter; that neither he nor his assertions contained in the letter regarding the logistics center development, accurately represent me or the sentiments of the majority of residents of this community as evidenced by the overwhelming number of petition signers and their attendance at two public hearings. In fact, they contradict even statements and actions by the very seven board members of the Association who individually initiated petition drives. Without my knowledge and consent this letter was submitted to your boards. My own attorney, Jim Bacon, will return from vacation Friday and I expect to be duly represented by him.

Sincerely,
Ann Fanizzi

[REDACTED]
Carmel, NY 10512



Victoria Desidero

From: [REDACTED]
Sent: Wednesday, August 22, 2018 2:39 PM
To: planning@southeast-ny.gov
Subject: Northeast Logistics Center

I am writing this to you to express my strong objection to this proposal. While I understand development is good for the growth and the economy of the Town, this type of growth is unjustified and does not fit in with the current area it is proposed for. There is the farm along with Townhomes and single family residences that are directly affected by this. In review of the proposal there are too many reasons not to approve it vs to approve it.

I.E. :

traffic impact

construction and completed site noise

pollution

impact on the water table

wetland and watershed impact

property values

safety to the current residents traveling on the proposed truck traffic routes

Not to mention the visual impact it will have to the area.

I implore you to consider the negative impact this will have on our quality of life and to do what you know the residents
*have been telling you at the meetings.]

JUST SAY NO !!!!

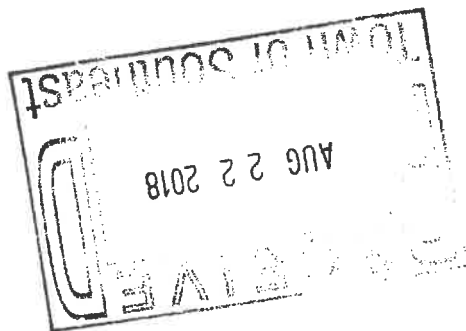
Thank you.

Jack Pizzicara

[REDACTED]

Carmel, NY 10512

Hunters Glen



Victoria Desidero

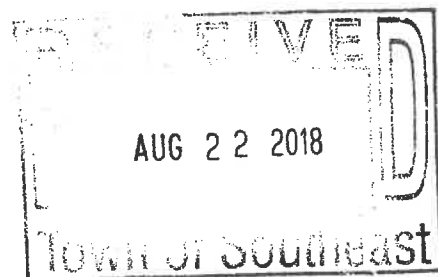
From: Donna Shenkman [REDACTED]
Sent: Wednesday, August 22, 2018 3:04 PM
To: planning@southeast-ny.gov
Subject: Northeast Logistics Distribution Center Project.

I am writing to add my voice to the wave of dissent which you heard at the last two Planning Board public meetings, and the multitude of letters you've already received, regarding this proposed Logistics Center. I have been a resident of Phase 5, Hunters Glen, in Carmel for the past 24 years, and for the most part very happy living in Putnam County. I have, of course, seen many changes and a good deal of development here during that time, not all of which I was thrilled with, but for the most part I have really enjoyed the life and surroundings here.

This proposed project, however, should it actually be approved, would seriously impact our quality of life. Just the idea of having these warehouses, working 24/7, at my backdoor trashes the whole concept of "where the country begins." More like where it ends!! I am very concerned about the noise and air pollution just during the construction period only, the size of these buildings and their proximity to our property, the possibility of water contamination. More than anything, however, the impact to the flow of traffic on Rte. 312 and Rte. 6 should negate any possibility of this project being approved. The concept of a roundabout at 312 and Pugsley Road is absolutely ludicrous with all these tractor/trailers coming and going day and night!!! The safe transport of children back and forth to our schools, access for emergency vehicles and the free flow of traffic for our residents traveling to work or to shopping should be the primary concern of the Planning Board. The questionable tax benefits to the county, are far outweighed by the drawbacks we will see if this project becomes a nightmarish reality!!

Please listen to the residents in this area and express their very real concerns when forwarding your advice to the Town Board. Thank you.

Donna Shenkman



Victoria Desidero

From: [REDACTED]
Sent: Wednesday, August 22, 2018 3:41 PM
To: Planning@southeast-ny.gov
Subject: Northeast Logistics construction plan

The Northeast Logistics' construction plan is a fundamentally bad idea. There will be a significant increase in traffic to an already overcrowded Route 312 and Route 6. Further, the impact on air quality from 500 diesel trucks per day must be seriously considered. Add to that the noise impact surrounding communities will suffer during both construction and operation. These issues alone should be sufficient to deny the plan.

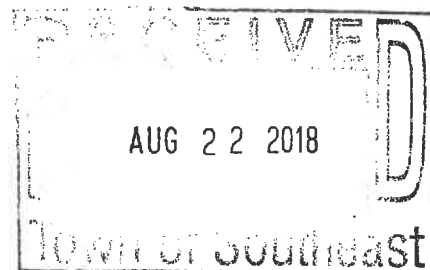
There are further concerns brought about by overnight parking of big trucks which have not yet been addressed. Truck stops inherently bring opportunity for crime (e.g., contraband, drugs, prostitution, etc.). Which law enforcement agency will have jurisdiction of this area and how do they plan to police this project?

Clearly, the overall impact to quality of life in our area will be dramatic. This is especially true for those in close-proximity neighborhoods to the proposed site.

We urge you in the strongest possible terms to vote no.

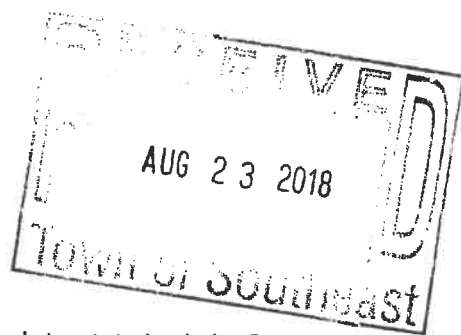
Respectfully,

Nina Agnano and Steven Hamel
Hunter's Glen



Victoria Desidero

From: Tony Hay <tonyhayusmc@gmail.com>
Sent: Wednesday, August 22, 2018 5:27 PM
To: Nathalie Del Vecchio
Cc: Town Board; Victoria Desidero; Tom LaPerch
Subject: Re: Proposed Distribution Center Letter



Dear Ms. Del Vecchio,

The Town was able to open your latest e-mail and are in receipt of your comments on Interstate Logistics Project. Thank you. Tony Hay, Southeast Supervisor

On Wed, Aug 22, 2018 at 5:14 PM Miss Del Vecchio [REDACTED] wrote:

To Whom it May Concern;

As residents of Carmel, NY my husband and I are writing to inform you of our lack of support for the Northeast Interstate Logistics proposal to build a 1.1 million square foot distribution center on the 328 acre site between Pugsley Road, Tilly Foster Farm, and Route 312. Many of us moved to the area for the very reason that such sites do not exist. The parcel of land in question is currently zoned for mixed use, including the development of 143 homes, and we would like the zoning laws currently on the books upheld in order to maintain the integrity of our neighborhood. We are concerned about the potential impact on the character of our neighborhood and our property values. There are a few salient points, upheld by the Southeast Planning Board, that have informed this decision. They include the following:

- The proposed project would **increase traffic flow** in and out of the area. This would mean workers commuting to and from the facility, as well as approximately 500 trips by trucks in and out of the area *per day*.
 - Roads (Rt.312, Rt.6, John Simpson Rd., Fair St.) would be widened and lanes would be added to accommodate the influx of trucks and commuters, **diminishing the rural character of the area** and the character of residences, businesses, and municipal buildings along the route.
 - Increased traffic along the surrounding roads could also lead to **soil pollution** due to exhaust fumes and **air pollution** that could result in increased cases of asthma, especially in citizens who are young, elderly, or people with compromised immune systems due to pre-existing illnesses.
- The project would result in **57.2 acres of impervious surface** for roads, buildings, and paved surfaces which would impact the flow of runoff due to rain storms and snow melt and could negatively impact nearby roadways, residences, or municipal land.
- The proposed project would result in **encroachment into NYSDEC Wetlands LC-18 and LC-28** and their buffers. It would also **disturb 7.81 acres of wetland and stream buffers regulated by the Town of Southeast**.
 - There could be **negative effects on threatened and endangered plant and animal species** such as the Red Maple Tree, the Northern Long-Eared Bat and the Bog Turtle.
- During the **unspecified time allotted for construction**, (which is proposed to have more than one phase), the project would **exceed ambient noise levels**. This does not also consider the lasting **noise pollution** caused by increased traffic.

- **Light pollution** from the project, during and after construction, could have a negative impact on residents' ability to see the night sky. Light pollution is also known to disturb the migratory patterns of birds and the natural behaviors of birds and insects native to the area.
- The facility is projected to generate a mere \$2 million worth of tax revenue over ten years. **An approximation of property taxes generated by residences allowed under the current zoning laws would exceed that amount in half the time and be a sustained and reliable source of revenue.** This text revenue would cover any increased needs caused by an increased number of residents.
- The jobs provided by the proposed facility are not guaranteed to pay a living wage, and would not necessarily benefit local residents with regard to cost of living in the area. Facilities such as these are increasingly relying on robotics over human labor which could mean a significant decline in available jobs and such a facility in the very near future.

We are extremely concerned about the negative impacts the proposed Northeast Interstate Logistics facility would have on our beautiful town and its surrounding areas. We urge you to consider the outcomes that will certainly affect the properties of local residents, the environment and wildlife, the potential revenue gained through taxes, and natural beauty, character, and integrity of our beautiful town. Please do not vote to change the zoning laws and do not allow this proposed project to proceed.

Written comment is being considered until August 31st and we do hope you seriously consider our concerns when making your decision. This letter was written by Nathalie Del Vecchio, 601 Misty Hills Lane Carmel, NY and is endorsed and supported by the following local residents.

Sincerely, and With Hope,

Nathalie Del Vecchio and Roberto Molina

Carmel, NY 10512

Sent from my iPhone =)
Please excuse any errors!

On Aug 22, 2018, at 12:18 PM, Tony Hay <tonyhayusmc@gmail.com> wrote:

Dear Miss DelVecchio,

We are unable to open this document. Please scan and resend at your earliest convenience. Thank you.
Tony Hay, Southeast Supervisor

On Wed, Aug 22, 2018 at 10:49 AM Miss Del Vecchio <missdelvecchio@sest.org> wrote:

Please print and read the attached letter in its entirety. Thank you.

Sent from my iPhone =)
Please excuse any errors!

Victoria Desidero

From: Marie [REDACTED]
Sent: Wednesday, August 22, 2018 7:45 PM
To: planning@southeast-ny.gov
Subject: Logistics center

Planning Board:

This email is in strong opposition to the Logistics Center being considered off Pugsley Road.

Besides the increase in horrific traffic, noise pollution, concerns to the environment and wildlife...it should NOT be in a residential area with 24/7 operations. After all, Putnam County tourism slogan is, "where the country begins". I didn't know that warehouses were in the country affecting seniors, youths and families on the road.

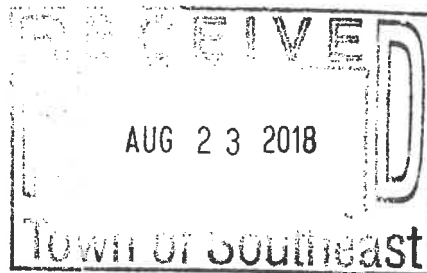
If you want this horrendous mess in our town, then you should NOT be representing our people. Listen to the people of Southeast!! I have lived here for 27 years and I can't believe I even have to write this. I'm ashamed of the way you even considered this debacle.

NO TO THIS HORRIBLE MESS!

Marie Vigada
[REDACTED]

Carmel, NY

Sent from my iPhone=



Victoria Desidero

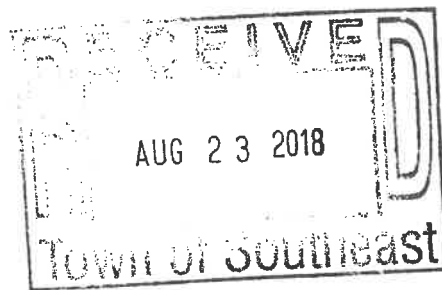
From: Pablo Diaz [REDACTED]
Sent: Wednesday, August 22, 2018 8:32 PM
To: planning@southeast-ny.gov
Subject: Stop The Truck Logistics Center

The purpose of this letter is to oppose the Truck Logistics Center Project. The reasons for my opposition are:

- 500 Plus Tractors-Trailers Trucks driving 24/7 on 312 will create congestion and decrease the quality of life
- Trucks will travel most from Pugsley Road to Route 6 and West Toward Carmel which is the emergency route to the hospital
- 500 Plus other vehicles on the road will increase to 1,100 vehicles every day
- 500 Trucks on the road will increase the air pollution in our community
- 500 Trucks on the road can lead to more accidents on small roads
- 500 Trucks will increase noise thus impacting the quality of life
- The 10 Year Deferment on Taxes on the parcel will not mean that residents will incur the expenses that come with heavy demand on the road
- Tractor-Trailers in small roads is a recipe for disaster and accidents

Pablo R. Diaz

[REDACTED]
Carmel, NY10512

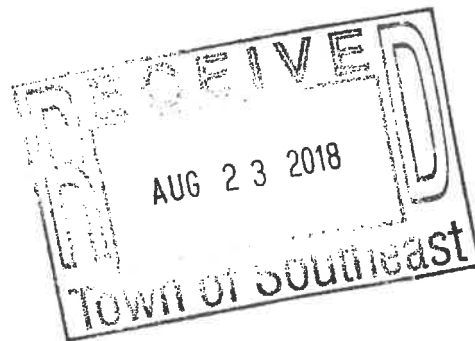


Victoria Desidero

From: [REDACTED]
Sent: Wednesday, August 22, 2018 10:54 PM
To: planning@southeast-ny.gov
Subject: Rte 312 project

Please oppose this project. It will ruin our environment and way if life. We rely on your wise leadership to protect our resources and way of life. Sincerely, Theresa Brandon

Sent from my iPhone=



Victoria Desidero

From: Barbara A Mahon [REDACTED]
Sent: Thursday, August 23, 2018 8:48 AM
To: planning@southeast-ny-ny.gov
Subject: Fw: Proposed Pugsley Rd. truck center

Resending...so sorry I had the wrong email address

----- Forwarded Message -----

From: Barbara A Mahon [REDACTED]
To: planning@southeast-ny-ny.gov <planning@southeast-ny-ny.gov>
Sent: Thursday, August 23, 2018, 8:41:32 AM EDT
Subject: Proposed Pugsley Rd. truck center

Dear Planning Board Members...

I strongly urge you to OPPOSE the Pugsley Road truck center. Just yesterday as I traveled on Route 312 the congestion was horrendous from the I84 interchange to past Pugsley Road where some "work" was being done along the side of the road. The traffic was stopped for 10-15 minutes as we inched along towards I84 from Route 6.

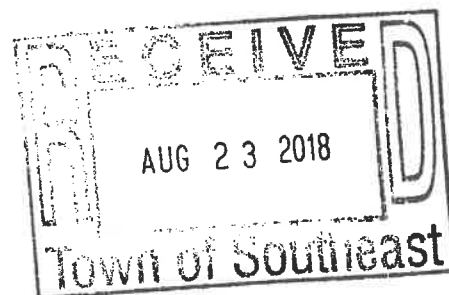
Later that morning I was plein air painting at the Patterson Library Park...every 20 minutes or so a SMALL truck would pass by...the noise was deafening to the point where I had to look up and see where the noise was coming from disturbing my concentration and absorption of the beautiful surroundings of the park.

I cannot imagine what this would be like multiplied by 500 trucks at all hours of the day and night. I moved to Putnam County 6 years ago and was immediately impressed by its peaceful beauty. The Route 6 repaving is a joy...what a shame it would be to turn onto Route 312 and stop immediately due to backed-up traffic. What a shame it would be to have the PEACE of the area disrupted by the noise of LARGE trucks so near Tilly Foster Farm.

PLEASE, PLEASE...I implore you...do not let this happen to our beloved community. I and many others would not be able to use Route 312 ever again...if you care nothing about the quality of life for Southeast residents, think of the effect it will have on the many stores in the I84 shopping plaza as many of us will cease shopping there.

PLEASE, PLEASE OPPOSE THE TRUCK CENTER !!!

Sincerely, Barbara A. Mahon, [REDACTED] Brewster, NY



Victoria Desidero

From: JEFFREY G GAMPINSKY [REDACTED]
Sent: Thursday, August 23, 2018 10:44 AM
To: planning@southeast-ny.gov
Subject: Northeast Logistics Project

To: Town of Southeast Planning Board

We are 28 year Residents of Hunters Glen Condominium in the Town of Southeast. We are totally against the building of this Logistics Project. This Project will bring unbearable Traffic congestion to Route 312 from the massive amount of Trucks and Cars going in and out of this project. Please bear in mind Route 312 is a 1 lane road in each direction that has already seen an increase in traffic from homes previously build on Stoneleigh Ave in Carmel New York. You should be aware that Route 312 is a Gateway to I-84 which takes Homeowners to Connecticut, Westchester, and New York City. We use Route 312 on a regular basis to get to area shops, Doctor Visits, and Driving to the Southeast Metro North Train Station.

This project will also add pollution to the environment from the large trucks and additional cars to this area. It will also bring Truck and Car accidents which will increase traffic delays. There is also the possibility of added crime from the workers who will be in this area.

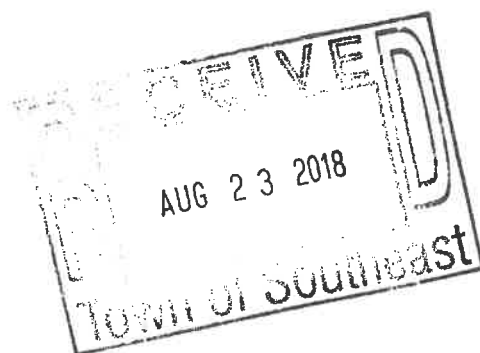
Please do not approve this massive development it will ruin this area, and totally change the rural country like living that we love. The Project is Too Big for This Area. Don't make Town of Southeast A Truck Stop.

Respectfully Submitted,

Jeffrey & Janet Gampinsky

[REDACTED]

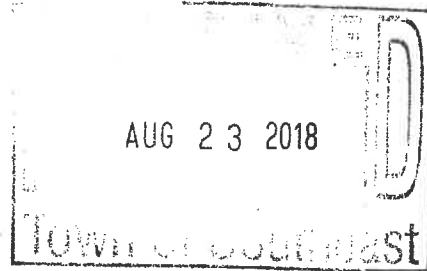
Carmel, N.Y. 10512



**TWIN BROOK HOMEOWNERS
ASSOCIATION, INC.**

August 24, 2018

Thomas LaPerch, Chairman
Town of Southeast Planning Board
1360 Route 22
Brewster, NY 10509



Re : Northeast Interstate Logistics Center

Dear Mr. Thomas:

I am writing to you on behalf of the Twin Brook Homeowners Association ("Twin Brook"), a community of forty-one townhouses, located directly adjacent to the proposed location of the Northeast Interstate Logistics Center. We at Twin Brook will be profoundly impacted by this proposal and recommend that the Planning Board reject this application and all the various amendments to existing regulations that would be required for this application to proceed. We acknowledge that the Town of Southeast will continue to grow and that certain changes within the Town are necessary and beneficial to the community. However, our Town is one that enjoys a certain bucolic character that has been a significant attraction for members of our community and Southeast at large and it is our view (along with 1000+ petitioners) that this proposal will severely detract from that character.

Twin Brook will be particularly adversely affected by the proposed zoning modification, especially since the construction area would affect the buffer area that currently exists between our homes and one of the buildings that is being proposed. Many other opponents have outlined concerns that we share: the initial construction impact, loss of wetlands, and the long-term traffic impact of trucks entering and exiting the property at a rate of approximately 500 trips per day (essentially one large truck every three minutes if the site operates 24 hours per day, or one very two minutes if it operates 16 hours per day). This is a long-term traffic load that will have a significant impact on the nature of our community and will likely grow as the Logistic Center's need increases.

You have already heard from our attorney, Steven Waldinger, Esq., and a number of other professionals representing individuals and communities that will be affected. We wish to underscore that as residents who abut this property, we stand to lose the very nature of the community we purchased many years ago – a community that includes a long entry of wooded area, buffered from the area around us, and typical of so much of the Town of Southeast. We anticipate that this will significantly lower the value of our property and resale value of our homes. When the current planning zones were created, they anticipated the long-term needs of Southeast – modifying the approved use of this area for deferred

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P.O. BOX 1019 • CROTON FALLS, NY • 10519-1019
PHONE: 914-893-4093 • FAX: 914-276-6562
E-MAIL: BHAO@KATONAHMGMT.COM

tax benefits and nebulous job creation claims seems short-sighted and damaging to the community overall. There are many other industrial areas that are already available for this purpose. With the recent closure of many retail / brick and mortar shopping plazas and other commercial space, those sites are in dire need of rental income or repurposing to eliminate the deterioration of already existing buildings. This is not a matter of "not in our backyard"; instead, it is an argument against changing the very nature of the community that surrounds us and that defines the Town of Southeast.

As residents of the Town of Southeast that not only are directly impacted by the proximity of this location to our homes, we also work in the surrounding areas and shop, traverse and contribute to the broader community. This proposal will have a significant negative impact to each -- from longer and more congested commute times (on local roads and highways as a direct result of the truck traffic and impacted commuters changing their traffic patterns to avoid the trucks), to fewer patrons going to local shops due to congestion and likely a number of long-term residents deciding to move out of the area to a quieter location.

As outlined in the Resolution to Issue a Positive Resolution, we reiterate the Planning Board's concerns in the following areas:

- The proposed project requires amendments to the zoning map and zoning ordinance (as well as to the ridgeway requirements) -- each of which were put in place for good reason and should not be amended.
- The proposed project has the potential to result in significant adverse impacts to the community character.
- The proposed project would result in the alteration of Class 1 and 2 wetlands.
- The proposed project would impact endangered or threatened species.
- The proposed project would result in the construction of 57.2 acres of impervious surface -- we believe there should be a study to determine impact to Middle Branch and run-off.
- The proposed project may induce **510+ semi-trailer truck trips per day**. Route 312 and the intersection with Route 84 is already heavily congested; as is Route 84 and Route 684. In addition to increased risk harm to residents due to higher incidents of traffic accidents, the noise, pollution, and other health safety issues this will bring to the community must be addressed.

We are asking the Planning Board, a community board that is empowered to protect the interests of the community by evaluating proposals and determining whether they "fit" within the nature of the Town of Southeast, and specifically this area, to reject this application and preserve the use of the property that is currently permitted.

If this application is not outright rejected, we implore the Planning Board to ensure the best interests of those communities most directly impacted (Twin Brook, Hunter's Glen, residents of Pugsley/Field's Corners Road) in the proposal and contracting with Putnam Seabury Partners, including a number of the areas already raised at the public hearing. These include, but are not limited to: setting higher standards to ensure fire safety / ability

August 27, 2018

to deal with plastics fire; no hazardous materials can ever be stored at the site; close off the entry / exit to Fields Corner Road to ensure no trucks can enter Fair Street (as George Fischer Middle School is less than a mile away), the nearest building will be moved further than the original design of 400 feet from Twin Brook and the truck loading docks will not face Twin Brook or Hunter's Glen, ensure water usage and any run off will not impact the drinking wells of those in Twin Brook or Hunter's Glen, evergreen plantings will be placed between the facility and the homes to block noise and light and all lighting will be dimmed at night and be dark-sky compliant.

Thank you for your thoughtful consideration – please reject this proposal on behalf of the community.

Sincerely,

A handwritten signature in dark ink, appearing to read "Lawrence DeVita", with a stylized flourish at the end.

Lawrence DeVita

President

Twin Brook Homeowners Association

8/20/18

To the Editors of The Putnam Times, The Examiner and the Putnam Courier

Re: Northeast Interstate Logistics Center, Decision Makers

Dear Sirs:

There are two key decision points that residents who oppose this project should be aware of:

1. Southeast Planning Board

The Draft Environmental Impact Statement that outlines the entire project has to be revised by the developer to reflect resident concerns. The deadline to get your concerns to the Planning Board is August 31. Then the developer has to issue a Final Environmental Impact Statement addressing concerns. The "revised" Impact Statement will be reviewed by the Planning Board. They have the **option** to open the review of the new document to a public hearing. **Then they vote on it.** If they approve the new document it finalizes the project. If they don't, the project gets shelved.

2. Southeast Town Board

The Southeast Town Board has the authority to grant the applicant's request for a zoning amendment - or not. Without this zoning change the project can't move forward. There are 4 aspects to this process.

- a. Define "logistics" center.
- b. Allow logistics centers as a conditional use in the town.
- c. Make logistics centers a permitted conditional use in the OP-3 district.
- d. ReZone tax lot Section 45, block I, lot 4 in the OP-3 District on the zoning map.

Since all members of the Town Board are elected officials (although none are up for election this year), I urge you to make your concerns known. **The Town Board can stop this project by turning down the zone change.**

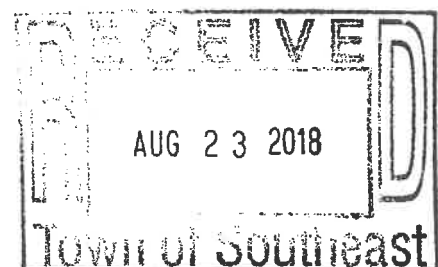
You can follow the agendas and the meeting schedules of these two boards by signing up on the Town's website for information on the activities of both Boards.

The volume of our voices will make a difference in terms of where this project goes.

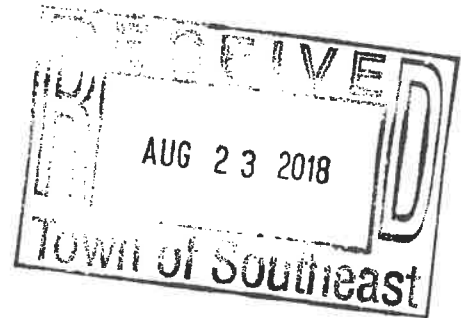
Sincerely,


Challen H. Armstrong

Cc: Southeast Planning Board
Southeast Town Board



Janis M. Yamuder
[REDACTED]
Carmel, New York 10512
[REDACTED]



August 19, 2018

Victoria Desidero, Administrative Assistant
Town of Southeast planning Board
1 Main Street
Brewster, New York 10509

I am writing you to consider opposing the 1.2 million sq ft center on roughly 328 acre site between Pugsley Road and Rt 312. Northeast Interstate Logistic Center.

Being a daily commuter o Rt 312 I believe this project will create worsened already horrific traffic jams. It takes me at least 20 minutes daily to travel less than a mile on 312 every day. It will also worsen response time in emergency situations.

What happened to our beautiful rural towns that all of us move here to enjoy??

You may argue it will bring revenue and more jobs to our towns, Im not buying this. It has been proven over and over again that no matter how much revenue is generated, taxes never go down and job placements are not for our town residents.

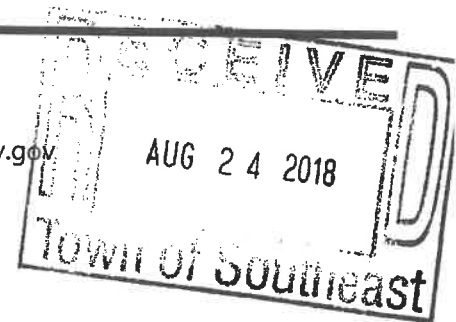
Please stop this proposal before it is passed and give us back our town. We support this town, we love this town, and we don't want it to change.

Sincerely,

Janis M. Yamuder

Victoria Desidero

From: Victoria Desidero
Sent: Friday, August 24, 2018 9:27 AM
To: vdesidero@southeast-ny.gov; mstancati@southeast-ny.gov
Subject: Letter re: DEIS



To: Victoria Desidero, Administrative Assistant to Town of Southeast Planning Board
To: Michelle Stancati, Town Clerk Town of Southeast
From: Ann Fanizzi

In deliberating re: Northeast Logistics Center project, the Planning Board bears weighty responsibility for it must balance the cost v. the benefits of approving a project that through two public hearings; approximately 1000 petition signers initiated by a grassroots organization of concerned Town of Southeast residents et al, the Putnam County Committee for Responsible Development (they are but one of formal organizations and grassroots organizations that have spontaneously arisen to oppose this proposed project); approximately hundreds of letters; ads in local newspapers, have unanimously rejected the approval of this project.

In comments on varying aspects of the project, oral and written, the residents of the Town of Southeast have expressed the view that this project on all levels violates the spirit of the Comprehensive plan; lacks qualities that enriches and enhances the economic, social, cultural, safety, health, quality of life of their community. And isn't that the ultimate goal of development? In fact, Northeast Logistics is the very antithesis of these goals: harming and degrading the environment, violating town provisions protecting treasured ridgelines with impunity; fragmenting open space habitat of flora and fauna rendering them inadequate for the species; revising zoning codes put into effect not three years ago after long discussions; exponentially increasing vehicular use of limited roadways contrary to Federal, State and town efforts to diminish use; exposing residents of Southeast and its neighbors in Carmel, Patterson and Kent to the daily rigors imperiling life and limb of congested roads shared with vehicles, vans, school buses, trucks from Terrest and Brewster Highlands industrial and retail areas and now semitrailers and the challenge of attempting the gauntlet traversing Rte 312 lanes from Caremount medical west to Rte 6. In an era when we are blessed with technological advances, many of which depend on timeliness of treatment, i.e. heart attack victims must receive treatment within 6 minutes and stroke victims without three hours or automobile accident victims needing immediate transport, emergency medical personnel will encounter the barrier of 24/7, 510 semitrailers utilizing the same road leading to hospital or trauma centers here in Putnam, Westchester or Danbury. Many of the above factors were enumerated in the Planning Board's justification for Positively Declaring this proposed project as containing elements considered environmentally damaging by the State Environmental Quality Review Act.

What benefit does this development accrue to the well being of the families of our town? How does Northeast Logistics with their worker pool of low wage, low skill employment, often part time without benefits, fit into a demographic of highly skilled, highly educated residents, 75% of which must commute to Westchester, New York and Connecticut to find employment that matches their skill set. How does a salary of \$12-15 an hour sustain one of the highest property and school tax rates and housing prices in the State? Will a paltry \$2 million after ten years of sliding scale in lieu of taxes be sufficient in a school budget of over \$98 million or the unexplained "direct or indirect" benefits of \$90 million? And lastly, in an era of e-commerce, Northeast Logistics utilized a NYTimes article of August 2017 as their poster child advertising the need for such facilities, an article that highlights a depressed, distressed area of the Lehigh Valley in Pennsylvania including the city of Bethlehem, replete with abandoned manufacturing plants, decrepit housing, littered roads, a population barely attaining high school certification and an unemployment long-term rate outstripping the rest of the country. According to Real Estate Investors, Senior Director, Stewart Rubin, "Once shunned older and somewhat inefficient warehouse properties situated close to or within cities are now in demand as potential Last Mile distribution centers." A footnote explains this description as shallow bay or infill warehouses." Exactly the panorama that greets visitors exiting 19 on IS 84?

I began these comments with reminding the Planning Board of the responsibility of balancing the costs and benefits. But there is one additional factor: how does Northeast Logistics enrich, enhance and harmonize with county plans to establish Tilly Foster as a tourist, hospitality venue and educational institute, not a few hundred feet from Northeast Logistics buildings on Pugsley/Barrett Rds and semitrailers with their noise, lights using Rte 312? According to the Hudson Valley Food and Beverage Alliance, "Thanks to a \$1.1 million Putnam County investment, ...agricultural and culinary education programs are coming, as is a banquet facility. The farm will be pivotal in supporting the Keep Putnam

Farming campaign, which works to advance agricultural literacy and promote local farms and products through instruction and training."

Who benefits? Putnam Seabury Partners who for almost thirty years have been in a quest for the holy grail of profits obtained cheaply and rejected options. They have rejected former CE Bondi's offer to construct fifty homes with retail connected to Tilly Foster; they have rejected on four different occasions approvals for the construction of homes, the latest being 143 and retail, fully approved and unopposed by the residents. In 2018, they have found the holy grail in e-commerce or so they think, in available land, obtained cheaply paying only \$144,000 in taxes, if that, rising rents, a road leading to the Last Mile highway of 184 and perhaps,

Planning Board and Town Board in weighing the costs and benefits must come to the conclusion that the impact of this proposed project on the life of the town and its residents is so damaging and the cost is so great that it needs to be rejected. Let us adhere to the ancient, wise adage: Do No Harm.

Please accept my appreciation for your consideration of my written comments.

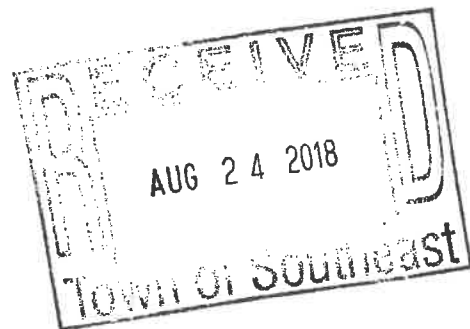
Victoria Desidero

From: [REDACTED]
Sent: Friday, August 24, 2018 12:27 PM
To: planning@southeast-ny.gov
Subject: Opposition to Northeast Logistic Center

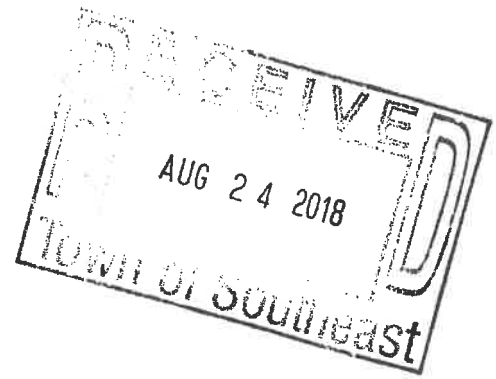
I am writing in opposition to the truck Northeast Logistic Center proposed for the Town of Southeast and impacting the neighboring areas of Patterson, Carmel and Kent. Having 510 semitrailers on our country roads would cause traffic congestion that would seriously compromise the health and safety of our county. We do not want to compete with 510 semitrailers and the additional vehicles that are necessary for this mega business facility using the same roads that lead to hospital or trauma centers in Putnam, Westchester and Danbury when the lives of heart attack, asthma or stroke victims are at stake and time is of the essence. The health of our residents is further imperiled by the dangerous increase in pollution that these 510 huge trucks and additional vehicles would bring into our lungs and lives. The only ethical vote is to vote no to this monstrous proposal.

Jane DelBianco, Esq.

[REDACTED]
[REDACTED]
Carmel, NY 10512



August 24, 2018



Mr. Tony Hay, Southeast Town Supervisor

Re: Logistics

Dear Mr. Hay::

I read with interest the attached copy of an article by Holly Crocco in the July 18, 1918 Putnam County Press/Times. I refer to the statement regarding large trucks are not legally allowed to take Route 312.

East toward Route 22 one mile of Interstate-84. I spoke with Ms. Crocco and it was her understanding this was a current legality, not one that is proposed. I would appreciate if you could clarify this statement.

I have attached for your info the letter you sent the regional office two years ago and it did make a difference.

This summer the traffic with trucks 40-50 feet and some loaded with gravel has been terrible. If there is control on this route nothing is being monitored. Even the speed limit is ignored.


Jane Cypher



*I have also asked the Town Board to
look into this;*

Distribution Center Draws Concerns

By Holly Crocco — 845-8401
Area residents voiced concerns during the July 16 Southeast Planning Board meeting about a proposed distribution center off Route 312, which they say will bring increased traffic congestion, noise and sight pollution, and impact open space.

Putnam Seabury Partners, L.P., is seeking permission to construct Northeast Interstate Logistics Center along Pugsley Road, from Route 312 north to Barrett Road and Fields Corner Road. Plans for the 1.1 million-square-foot distribution center

include four buildings that will be used by internet-based companies making deliveries. While town code allows for a warehouse use at the site, the developer is proposing legislation that includes usage as a logistics center, including repackaging, labeling and distribution. The project is expected to increase traffic and the presence of large trucks — up to 53 feet in length — with a predicted 255 trips in and 255 trips out of the site over the course of 24 hours.

While large trucks are only
Continued on Page 17

WEDNESDAY, JULY 18, 2018

PUTNAM COUNTY PRESS/TIMES

PAGE 17

Distribution Center Draws Concerns *Continued from Page 1*

amount of decibels generated from the sound of traffic on I-84 and a nearby stream that branches off from the Middle Branch Croton River.

"I don't see how all these trucks going in and out of there are going to be the equivalent sound of a stream," he said.

He also said traffic on Route 312 is already backed up most hours of the day, and that adding tractor-trailers to the mix will only make the congestion worse. "These roads can't take that much more traffic," he said.

Patricia Ray of Applewood Circle asked how the facility will affect air and land pollution, expressing specific concern for well water. She also pointed out that if tractor-trailers are going to be utilizing Route 6 and heading toward Mahopac, their neighbors to the west need to be informed

"The people of Carmel need to know about this, too," she said. During a May Southeast Town Board meeting, Dan Richmond of Zarin & Stettinetz, Attorneys at Law, said the project will create 800 construction-related jobs, as well as 900 jobs during operation of the facility. It will contribute \$110 million in economic output to the local economy during construction, and about \$91 million in economic output once the center is up and running, he said.

The completed project is also expected to generate \$2 million a year in tax revenue, after Payment in Lieu Of Taxes agreements are fulfilled. Currently, the property generates about \$140,000 a year, said Richmond.

Rebecca Rabinowitz of Ice Pond Road said residents were

see significant economic impacts from prior developments, such as the construction of Ace Hardware, and the Home Depot complex, which has not benefited residents. "My property tax has never gone down," she said.

Theresa Brandon, who lives on Tometta Lake Way, asked the Planning Board to protect the vision of the town. "Money can't buy everything," she said. "It can't buy our properties, our land, our beauty..."

Steven Waldinger of Shapiro Gettinger Waldinger and Monteleone, LLP, in Mount Kisco, has been contacted by the board of the Twin Brook Manor Homeowners Association, which is comprised of 49 residences, to look into how the facility will impact that neighborhood.

"Among other things, we are

construction being so close to the residences, and steps that will be taken to mitigate any construction," he said.

Another Brewster resident said much more information is needed before the town should move forward with the project.

"The whole key to this is trying to put in a development that will benefit to the residents of this town," he said. "And, obviously, you see tonight with the turnout that the residents of this town feel that this project is no good for this town and can only hurt the values of their homes."

A site walk for town officials was scheduled for later in the week, and the public hearing was adjourned until July 23 at 7:30 p.m. at Town Hall on Route 22, when residents may again voice their comments and concerns

permitted to travel one mile off Interstate-84 without consent from the town, they are currently allowed to head west on Route 312 to Route 6, and then along Route 6 to Mahopac.

Trucks are not legally allowed to take Route 312 east toward Route 22, beyond one mile.

A Hickory Hollow Lane resident criticized the draft environmental impact statement for claiming that the noise generated from the increased traffic on Pugsley Road would be about the same

July 26, 2016

Mr. Tony Hay, Supervisor
Town of Southeast

Dear Mr. Hay:

I am writing you for information and perhaps direction as the State Highway Engineer informed me that the Town of Southeast and Putnam County has control of what travels on Route 312.

We live on Route 312 directly across from Minor Road. On Thursday, July 21, 2016 at 10:00 am we once again had two oversized loads try to make it around the curve headed west coming from Route 22. The escort vehicle in front just pushed cars to the side rail and proceeded. The first load make it around the curve but there was a short time lapse before the second load came around the curve. It did not make it without taking out a large portion of the retaining wall. He had to back up and readjust before he could continue. There was an escort behind. He did damage to his load which I could not tell what it was. Could not get a license number as they are covered with wide load banners. I later learned that he had also side swiped a car somewhere in the vicinity of Route 312 and 22 and despite the escort car blowing his horn he never stopped.

This is one of many that cut through 312 to pick up 84. When in fact they could go approximately two miles south and pick up the highway. They probably don't want to deal with lights on 22. We once had a house portion slide off going around the curve and close calls when they came through with the parts to the windmills. This is the residential half of 312 and there should be no reason why they should be allowed on this road.

The state indicated they would send an engineer around to look at the wall but as usual that will likely end in nothing. Perhaps they will give us a light at Minor Road – I believe they do control them.

Who can you direct me to that would have information as to what may be considered to stop the cutoff.

Jane Cypher

Brewster, NY 10509

254-18-057

jcypher39@comcast.net





Supervisor
Tony Hay

Town of Southeast

1360 Route 22
Brewster, New York 10509
Tel. (845) 279-5345
Fax (845) 278-2453
Email townboard@southeast-ny.gov

Town Board
Edwin Alvarez
Robert Cullen
Lynne A. Eckardt
Elizabeth Hudak

Town Attorney
Willis Stephens, Jr.

July 28, 2016

NYS DOT
4 Burnett Blvd.
Poughkeepsie, NY 12603

Attn: Mr. Todd Westhuis
Regional Director

Dear Mr. Westhuis,

It has come to the attention of the Town, see attached letter, that there is a traffic situation at the intersection of Minor Road and Route 312 in the Town of Southeast.

Over the years there have been numerous incidents at this intersection. There has been at least one death that I am personally aware of and numerous accidents as well as what is described in Ms. Cypher's letter. It appears that some vehicles that should take a longer more secure route have opted to take a short cut and have cut short the angle to make a successful turn with a "wide load". Permitting wide-load vehicles to travel on Route 312 is creating a very dangerous situation for property owners as well as other vehicles traveling on Route 312. I have also attached aerial photos of the area in question

By copy of this letter, I am requesting a meeting with you and/or engineers from the NYSDOT to discuss this situation as well as other issues that the Town is encountering on Route 22; I will do that in a future correspondence.

I look forward to a future dialog with then NYSDOT on this situation.

Sincerely,



Tony Hay
Supervisor

Attachment s



Hudsonia
a nonprofit institute

PO Box 5000, Annandale, NY 12504
Phone: (845) 758-7053
Fax: (845) 758-7033
www.hudsonia.org

**Biodiversity Assessment of the Proposed Northeast Interstate
Logistics Center, Town of Southeast, Putnam County, New York**

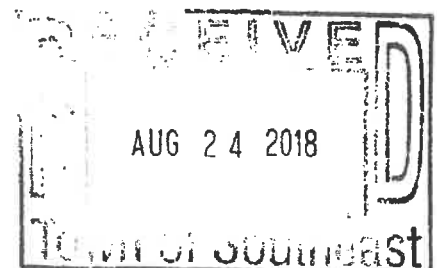
by Erik Kiviat PhD

Hudsonia

Prepared for the Town of Southeast Town Board

at the request of Ann Fanizzi

28 June 2018



Hand delivered by Ann Fanizzi

Introduction

At the request of Ann Fanizzi, Hudsonia conducted a preliminary biodiversity assessment of the proposed Northeast Interstate Logistics Center (NILC) site on Pugsley Road, Town of Southeast, Putnam County, New York. To this end, I reviewed selected environmental documents for the proposal including relevant portions of the DEIS (JMC 2018), and visited the site on 16 May 2018. I spent six hours in the afternoon in conditions varying from cloudy with intermittent light rain to a steady rain, near-calm winds, and air temperature about 60 degrees F. In this report I comment on certain environmental features of the development proposal and the site. Many of Hudsonia's general biodiversity concerns and approaches are outlined in Kiviat & Stevens (2001).

Hudsonia is a nonprofit institute for research and education in the environmental sciences. We do not advocate for or against land use proposals. Rather we conduct scientific studies and provide information for use in the planning process.

Study Area

The site is located north of Route 312 and west of Interstate 84 both east and west of Pugsley Road and west of Fields Corner Road in the Town of Southeast, Putnam County, New York. The site encompasses ca. 327 acres of shrubland, woodland, and wetland. The wetlands include substantial portions of New York State Department of Environmental Conservation (DEC) mapped Freshwater Wetlands LC-28 and LC-18.

Comments

Bog turtle

Wetland LC-28 was identified as potential bog turtle habitat per U.S. Fish and Wildlife Service guidelines (Evans Associates 2017a), although bog turtles have not been reported from this wetland as far as I know. I spent the majority of my field visit in and near this wetland including the northern, offsite, portion of the wetland. Soils in the interior of LC-28 are mapped as Carlisle muck (Catden muck) and Palms muck (Natchaug muck) (Evans Associates 2017a). These are two of the four soils most frequently underlying bog turtle habitats in southeastern New York (Kiviat and Stevens 2001). Although I did not see strong calcicoles (plants closely associated with calcium-rich soils) such as shrubby cinquefoil (*Dasiphora fruticosa*) or grass-of-Parnassus (*Parnassia glauca*), there were weak calcicoles in the wetland including dwarf raspberry (*Rubus pubescens*), spring beauty (*Claytonia virginica*), blue vervain (*Verbena hastata*), and (reported by Evans Associates 2017a) halberd-leaved tearthumb (*Polygonum arifolium*).

Because of the size of the wetland, and the difficulty of accessing some areas such as the interior of the shrub swamp, it would be challenging to survey for bog turtles. If there's a small bog turtle population, it might take years to confirm presence. The applicant appears to be taking the approach of assuming that bog turtles are present and protecting the habitat accordingly, a strategy allowed by U.S. Fish and Wildlife Service and DEC policy.

Although areas bordering LC-28 are not proposed for development, the development area on the west side of Pugsley Road is upslope from the wetland. Stormwater would be discharged from the development area into LC-28 at multiple points (JMC 2018) with or without the benefit of settling ponds. Even with stormwater ponds, dissolved, colloidal, or non-miscible pollutants, including salt, clay particles, and petroleum

hydrocarbons, would be discharged to the wetland. This pollution would be adverse to the potential bog turtle habitat, as well as to many wetland organisms.

Bog Turtle Conservation Zone 2, as specified in the federal bog turtle recovery plan (Klemens 2001:59), includes the entire (potential habitat) wetland and a buffer extending at least 300 feet upland from the wetland boundary. According to the Recovery Plan, this zone should not be used for development of structures, parking areas, driveways, or sedimentation basins, and should not be subject to applications of herbicides unless herbicide use is part of a Fish and Wildlife Service approved bog turtle habitat management plan. Klemens (2001:58) further stated, "Protection of bog turtle habitat cannot be accomplished unless the groundwater recharge and supply areas that support the habitat are protected." The applicant has asserted (JMC 2018) that pumping groundwater from a well in the adjacent area of wetland LC-28 will not affect the hydrology of the wetland. This claim should be evaluated by an independent expert.

Other Wetland Wildlife

I observed a persistently singing northern waterthrush in wetland LC-28 onsite. This is a regionally-rare breeding bird of northern affinities and may require a cool microclimate in its breeding habitat. Removal or thinning of vegetation near the wetland habitat, or reduction in the discharge of cool groundwater into the habitat during the spring breeding season could adversely affect habitat quality for northern waterthrush. Probably there are other wildlife species of conservation concern in LC-28 and other areas of the site. Inasmuch as many birds, mammals, amphibians, reptiles, and insects move among multiple habitat types, often crossing roads in the process, keeping development out of LC-28 and the other wetlands does not ensure no negative impact on wildlife.

A recently described and named species, the Atlantic Coast leopard frog (ACLF; *Rana [Lithobates] kauffeldi*) is known from a wetland within a few miles of the NILC site. Prior to about 2014, leopard frogs in the lower Hudson Valley were believed to be southern leopard frogs; they are now known to be this "new" species (Feinberg et al. 2014; New York Natural Heritage Program unpublished data). The ACLF, due to its restricted distribution in New York (few sites in Putnam, Orange, and Richmond counties, although the species ranges from southern New England to Virginia), probably merits a Threatened Species or Endangered Species classification in New York. Some areas of the onsite wetlands may have enough seasonal standing water that could support ACLF breeding. The wetlands on and adjoining the site should be visited several times during the early spring calling season of the ACLF.

Shrubland and Shrubland Wildlife

Despite the invasive plants, the upland shrubland habitat is evidently important habitat for shrubland breeding birds. I heard or saw eastern towhee, veery, wood thrush, northern cardinal, and common yellowthroat; all are species that nest in shrubland although the wood thrush is primarily a forest bird (and is a New York Species of Greatest Conservation Need [SGCN]). These relatively common shrubland birds may indicate the presence of rarer species that are of greater concern, including American woodcock, black-billed cuckoo, brown thrasher, blue-winged warbler, prairie warbler, and yellow-breasted chat, all of which are SGCN (NYSDEC 2015).

Shrubland (upland or wetland) east of the Hudson River is potential habitat for the New England cottontail, a New York State Special Concern species and SGCN which is the target of substantial conservation action (USFWS 2015). Although the DEC advocates clearcutting mature forest to create shrubland for wildlife (Kiviat 2016), mature forests are valuable for other wildlife and plants, as well as for protecting water quantity and quality (Wilder and Kiviat 2008). It makes more sense to protect existing shrubland, and to develop shrubland on additional former agricultural lands (Kiviat 2016). The onsite shrubland is potential New England cottontail habitat and should be surveyed for this species by collection and genetic analysis of scats during the winter.

Among the plants colonizing bare soil where broad lanes were cleared through the shrub stands (apparently for site studies) was swamp agrimony (small-flowered agrimony, *Agrimonia parviflora*). Swamp agrimony is ranked as S3-Rare in New York (Young 2017). Although this plant is more common in the Hudson Valley than this classification implies, it requires consideration in the environmental review for the NILC proposal.

Prior to any further disturbance of the shrub vegetation, surveys should be conducted by independent experts for New England cottontail, breeding birds, and rare plants.

Invasive Plants

As is alluded in the DEIS, most of the upland area proposed for development is dominated by a dense and tall stand of autumn olive (*Elaeagnus umbellata*) with other non-native and native woody and non-woody plants. Clearing for the proposed buildings and infrastructure would require the disposal of a massive amount of non-native woody plant material. Autumn-olive is on the “Prohibited” invasive species list in New York State (NYSDEC 2014). The DEC Bureau of Invasive Species and Ecosystem Health has suggested that management and disposal of this species be addressed in the erosion and sediment control plan for the site (Willow Eyres, personal communication, 29 June 2018). Even after excavation or brush-hogging of this vegetation, roots and seeds will remain in the soil and there will be a continuing control problem. If the shrubs are treated with herbicide prior to excavation or cutting, herbicide is likely to enter the wetlands via wind drift and runoff in amounts toxic to native wetland plants and animals.

Knotweed (*Fallopia japonica* = *Polygonum cuspidatum*) is establishing on the town stump and log dump at the north end of wetland LC-28 and is likely to spread into the edges of that wetland and onto upland areas of the development site. The dump needs to be gated and the knotweed removed by nonchemical means (see management techniques in Travis and Kiviat 2016).

Stormwater

Stormwater runoff from 42 acres of the site would be conveyed into wetland LC-28. This would degrade the wetland by inputting silt, nutrients, and other pollutants. Even with a stormwater pond intercepting this runoff, pollution of the wetland would occur following a large precipitation event that exceeds the detention capacity of the pond. The extensive impervious surfaces of the proposed building complex would generate large amounts of runoff which would be difficult if not impossible to mitigate.

During construction, and following construction until the development of vegetation stabilizes soils, stormwater runoff exiting the site will carry substantial quantities of “silt” (fine soil materials). Traditional engineering practices, particularly the commonly used types of filter fabric siltation barrier fences, as well as staked hay bale barriers, do not effectively contain fine soil materials (Patterson 1994, Barrett et al. 1995, 1998). Moreover, siltation barriers must be designed, installed, monitored, maintained, repaired, and decommissioned properly, which I have never seen. Wetland vegetation, soils, and wildlife are generally intolerant of siltation and the plant nutrients and other pollutants carried with it.

Stormwater ponds themselves can disrupt a wetland. Ponds polluted with salt and petroleum hydrocarbons can attract and then poison wildlife such as frogs. Stormwater ponds within 100 feet of the wetland boundary of LC-28 would require a DEC Freshwater Wetlands permit.

Excavating stormwater ponds in the adjacent areas of wetlands, and some of the other activities proposed for the NILC project, are regulated by the Town of Southeast wetlands law (<https://ecode360.com/9064518>), which applies to the other wetlands bordering the proposed development area as well as to LC-28. The law emphasizes many of the important functions of wetlands for biodiversity, water quality maintenance, and other ecosystem services.

At least part of the site drains into Middle Branch Reservoir, a reservoir of the New York City water supply system. Polluted stormwater from the NILC project, especially during construction, should be a water quality concern.

Biological Surveys

Thorough biological surveys do not appear to have been conducted at the development site, save the brief descriptions in the Evans Associates reports (Evans Associates 2017a, b) and the DEIS (JMC 2018). No comprehensive list of plant species is in these documents, and there is no discussion of known or potential rare plant occurrences. Given the size of the site, the habitats present (large wetlands and extensive shrublands, in particular), and the extensive greenspace surrounding the site, I recommend that, at a minimum, a comprehensive flora (botanical) survey, a breeding bird survey, and a herpetological (reptile and amphibian) survey be conducted at the appropriate seasons by independent, experienced biologists, to determine if there are species of conservation concern at the site (especially state-designated animal Species of Greatest Conservation Need and plants ranked as S1, S2, and S3 by the New York Natural Heritage Program). Putnam County is dominated by intensive land use and has diminishing biodiversity, which emphasizes the importance of identifying and conserving native biological diversity, especially those species of native wildlife and plants that are rare statewide or regionally, and this is impossible without the adequate surveys that are yet to be performed.

Apart from the bog turtle, certain of the wildlife species mentioned in the DEIS as possibly occurring on the site (JMC 2018:III.G) may be significant. For example, Louisiana waterthrush (SGCN) breeds along streams and in swamps, and could occur in LC-28. Brown thrasher (SGCN) is a shrubland and woods edge bird that could breed in the upland thickets. Cooper's hawk (Special Concern) nests in woodland with sapling or pole-size trees and could breed on the site. The site should be surveyed for species such as these. Evidently no wildlife surveys were conducted for the NILC proposal.

Recommended Studies

Prior to further consideration of the NILC application, the following studies should be conducted by independent experts:

- A comprehensive botanical survey (at least all species of vascular plants on the entire property) should be performed throughout a growing season
- A complete survey of breeding birds on the entire property, emphasizing shrubland birds as well as wetland birds
- A complete survey of amphibians and reptiles on the entire property, with emphasis on species of concern including Atlantic Coast leopard frog and blue-spotted salamander
- A survey for New England cottontail

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Michele Stancati

From: Chelsea Laber [REDACTED]
Sent: Wednesday, August 22, 2018 10:38 PM
To: townboard@southeast-ny.gov

Dear Mr LaPerch,

I am writing in opposition to the proposed Northeast Interstate Logistics Project in the Town of Southeast.

My family and I live about 5 miles from the site and I am very concerned about the air, water, and light pollution that I believe this will bring. Over 500 truck trips per day are going to have a serious negative impact on the air and water quality in our community. The community will be subjected to unnecessary levels of diesel fumes which have been shown to be very bad for your health. The trucks will also lead to increase noise, especially on off peak hours when residents are hoping to rest.

I believe this project will negatively impact the Southeast life that residents know and love, and deserve to keep.

Thank you.

Sincerely,

Dr. Chelsea Laber

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Michele Stancati

From: Alice Brandon [REDACTED]
Sent: Friday, August 24, 2018 11:11 PM
To: townboard@southeast-ny.gov
Subject: NE Logistics

Good Day,

I am writing to express my deep consternation and ardent opposition to the proposed NE Logistics Project on Pugsley Road in Southeast. As a lifelong resident of Southeast I am very familiar and accustomed to traveling Route 312 and Route 6. I grew up within a mile of the proposed site. It is insanity to think that a project such as this would bring added value to our community in comparison to the extreme damage that the project would cause.

There will be destruction of our fragile ecosystem, water pollution, air pollution, noise pollution, light pollution deforesting, and ridge line ruination. In addition, there will be monumental traffic problems. Envision school buses caught in traffic every day, full of young children sucking in the pollution of diesel fumes let out by the 500 trucks that are predicted to travel the roads each and every day! Envision the loss of business each and every day to the Higglands Plaza because who would want to wait in traffic when you can shop elsewhere? Envision the accidents- the roll overs, sleepy drivers, emergency vehicles attempting to navigate the already crowded roads. Presently, traffic in 312 and route 6 is challenging- envision 500 more trucks a day!!! Envision the shifting, grinding, gears, the smell of diesel. We know that the quality of our air is directly related to our health. Every stage of our lives- from infancy to our death we rely on clean air. Isn't clean air and water worth preserving?

I can't imagine that you, as elected officials would consider this project for a measly \$200,000. 00 in projected taxes per year.

Please, please, weigh the risk versus the reward, and choose instead to protect our community-our air quality, our water quality, and our quiet enjoyment as residents of Southeast.

Humbly submitted,
Alice Brandon

Sent from my iPhone